



**12** On the locking latch, the old engagement pin is ground out with a die grinder, and a new longer pin is welded into the same place. This pin is going to be used to affix the connecting rod from the actuator. A hole is drilled in the center of the pin at a height where the connecting rod is geometrically operational with the actuator.



**13** Due to the pull of gravity and friction between the opening latch and the locking latch, a small spring will need to be affixed to the locking latch to keep the latch from unlocking on its own. This means that the locking latch will always remain in the locked position. Here, we show the spring in place and connected to the locking latch.



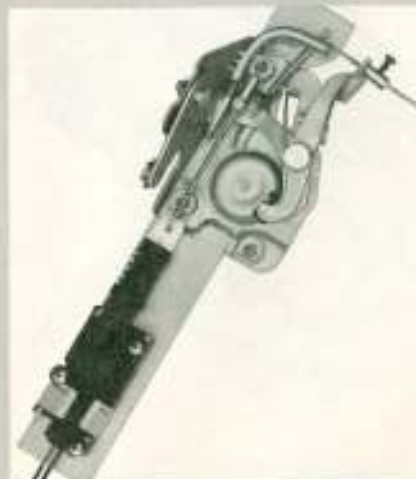
**14** Now that the latch assembly has been modified to accept an actuator, the actuator can be permanently installed. The hook on the connecting rod is hooked to the actuator's plunger, and the other end of the connecting rod is slid through the hole in the pin on the locking latch. Then three low-profile bolts are installed to secure the actuator to the mounting plate as shown.



**15** A stop clamp is then slid onto the connecting rod. Before the stop clamp is tightened, the plunger should be extended to the maximum length. With that done, the actuator will unlock the locking latch via the connecting rod when the actuator is activated.



**16** Another stop clamp is slid over the steel cable and is only snugged down for now. When the latch assembly is finally mounted inside the door and final adjustments with the opening relay are made, the tension of the cable will need to be tightened, and then the stop clamp can be tightened down.



**17** Here is what the final latch assembly should look like after the latch has been converted to power door locks. Note how the locking and the opening mechanisms are independent of each other now.



**18** At this point, latch assembly was chrome-plated to protect the bare metal surfaces from rusting. Don't forget to lubricate the moving components of the latch assembly.



**19** Now that the latch assembly is completed, it can be installed inside the door. Before it is installed, the door relay must be attached to the latch assembly. The old relays were in bad condition, so LMC Truck supplied a brand-new replacement set of quality right and left door relays.



**20** The relays are marked right and left. Make sure you have the right relay on the right side! Slip the end of the relay onto the opening lever and secure it into place with a tie-wrap.



**21** With the door relay attached to the latch assembly, the assembly can now be installed inside the door. The latch assembly and door relay are installed with stainless steel hardware. A little dab of Loctite is applied to each bolt to ensure that it stays put. Then the actuators are wired according to the instructions. **CTT**

#### Sources

##### Hotronics

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